

PORTER SIGNS TRANSIT PLEDGE; BOYS CLASH ON THE GRIDIRON

PORTER SIGNS TRANSIT PLEDGE; FAVORS TAYLOR PROGRAM IN ITS ENTIRETY

Independent Mayoralty Candidate Advocates Early Start on All High-Speed Lines—Declares For Universal Five-Cent Fare

Approves Subway Delivery Loop, Woodland Avenue "L" and Northwest Subway-Elevated Line—Thomas B. Smith, Republican Candidate, Still Withholds His Reply After Accepting Query on Issue

George D. Porter, independent candidate for Mayor on the Washington party tickets, this afternoon signed the Transit Pledge. Mr. Porter favorably answered every question contained in the pledge. He went into detail in the majority of his answers, and advocated an early start on the construction of all of the high-speed lines which are included in the Taylor plan.

Mr. Porter signed the pledge in his office at the headquarters of the Franklin party, 213 South Broad street.

PORTER'S ANSWERS.

Mr. Porter's answers follow:

1-Q. Do you favor and will you use every effort to secure for the people of Philadelphia the prompt completion of the following described high-speed lines by the City?

First. The Broad Street Subway as already authorized by Councils and by the vote of the people, with the necessary Delivery Loop, the Northeast Boulevard Branch serving the North 9th Street-Northeast Boulevard District, and the Northeast Elevated Branch from Logan serving the Germantown District.

Answer. Yes. Without qualification as to the subway and delivery loop. As to the two branches of the subway, inasmuch as they can be constructed in much less time than the subway itself, to save payment of unnecessary interest, work upon them should not be started until the subway is nearing completion.

Second. The Frankford Elevated Line, extending from Front and Arch streets over Front street, Kensington avenue and Frankford avenue through Frankford?

Answer. Yes. A Woodland avenue elevated line extending from 30th and Market streets over private right-of-way and Woodland avenue to Darby?

Answer. Yes. A Northwest Subway-Elevated line, beginning at City Hall station on the delivery loop, and extending northward beneath the Parkway to the Green street entrance of Fairmount Park, thence on elevated structure over North 29th street to Allegheny avenue and thence from Henry avenue to Roxborough.

Answer. I am heartily in favor of the construction of this line, as a matter of justice to Roxborough and Manayunk, and the immediate construction of the Henry avenue bridge as a necessary preliminary. I am not sure just when it will be possible to begin the construction of the line itself. It should be done as soon as it can be safely financed.

3-Q. Will you insist that the "Program for Rapid Transit Development with Free Transfers" arranged by the Department of City Transit and the officers of the Philadelphia Rapid Transit Company be carried out substantially as promulgated, to the end that free transfers shall be given between the high-speed lines and between the surface lines and the high-speed lines, so that passengers may travel by the use of the high-speed lines between all important sections of the city with the privileges of transferring in a forward direction on intersection surface lines at each end of the high-speed journey for one five-cent fare?

Answer. Yes.

UNCERTAIN AS TO COMPENSATION

3-Q. Will you oppose and use every effort to prevent the consummation of any contract between the city and Philadelphia Rapid Transit Company which will require the city to make any contribution toward the protection of the net income of the existing system out of the earnings of the high-speed lines or otherwise, greater than such amounts as are required to pay a reasonable return on the capital actually paid in on Union Traction Company stock and on the Philadelphia Rapid Transit Company stock, including such additional capital as may be invested in the property by those companies, or greater than such amounts as may be necessary to reimburse the existing company for the actual loss to its net income, resulting solely from its cooperation with the city, as set forth in the program?

Answer. My understanding is that the program arranged by the Department of City Transit and the officers of the Rapid Transit Company provided that in the event of the transit company co-operating with the city, it should be compensated for any loss in net income resulting from the construction of the high-speed lines. This strikes me as eminently fair and just. What return such payments would yield upon the capital actually invested is a question which I have not studied, and which it does not seem to be necessary at this time to consider.

4-Q. Will you insist upon the elimination of the discriminatory exchange tickets forthwith, and the substitution of free transfers therefor, substantially as set forth in the program, or otherwise by due process of law, as recommended?

Answer. The "Program for Rapid Transit Development" published May 27, 1914, provided for the gradual elimination of exchange tickets over a period of years, and with ample compensation to the company. This provision strikes me as just and fair, and I understand that it was accepted by the officers of the Rapid Transit Company. I will insist upon the execution of this agreement, and failing that, I will insist upon discontinuance by "due process of law."

5-Q. Will you oppose to the limit of your ability any such plan as was proposed in March, 1914, whereby the City would have relinquished payments which the Philadelphia Rapid Transit Company is now obligated by law to make to the City Treasurer, aggregating upwards of \$40,000,000, in consideration of the elimination of the exchange tickets?

Answer. If this question refers to the proposition made by Mr. John P. Connelly, I need hardly say that I am utterly opposed to it.

6-Q. Do you favor and will you use every effort to have a special election called and held as soon as the Constitutional amendment relating to city loans is adopted, for the purpose of authorizing a sufficient increase in the city's indebtedness to provide the money for the construction of all the facilities which have been recommended?

Answer. Yes.

I have answered your questions fully and frankly, and my answers express, without disguise or reservation, my opinions upon the conditions of today. I regard Mayor Blankenburg's efforts in the first year of his term to secure real rapid transit for Philadelphia and the subsequent working out of plans by Director Taylor as a great public achievement.

GEORGE D. PORTER.

NO REPLY FROM SMITH

Thomas B. Smith, Republican candidate for Mayor, who accepted the transit query last Wednesday, has not as yet given his reply.

BRITAIN POSTPONES SPY TRIAL OF PRINCETON STUDENT

WASHINGTON, Oct. 15.—Gustave W. Trieste, New York lawyer, has obtained a second continuance of his son's trial at London on the charge of being a German spy. It was learned at the State Department this afternoon. The trial of his son, Kenneth G. Trieste, a former Princeton student, is now set for November 1.

The father is trying for still another continuance as the British Government will not accept affidavits as to young Trieste's mental condition while he was at Princeton and the father intends taking several of the former classmates to London to testify to the fact that he was mentally unbalanced.

PORTER SIGNING TRANSIT PLEDGE



The former Director of Public Safety, now candidate for Mayor, today gave his signature to a promise that he would support the fight for adequate high-speed lines and a universal five-cent fare.

RUSSIANS PIERCE TEUTON POSITION; BERLIN CONCEDES

Two Attacks at Wesolowo Break Down, But Third Penetrates Line

VIENNA, Oct. 15.—The Austrians have repulsed all Russian attacks, the War Office reported today.

It reported small engagements with the Montenegrins on the Herzegovinian-Montenegrin frontier.

Berlin, Oct. 15.—Russian troops have penetrated the German positions in the region of Wesolowo, it was officially admitted by the German War Office today.

Attacks by the Russians southwest and south of Dvinsk (Dunaburg), as well as in the vicinity of Novo Alexandrovsk, were repulsed by the Germans of Field Marshal von Hindenburg's command.

The report announces: "The enemy suffered heavy losses, as two Russian attacks northwest of Wesolowo broke down under our fire, but in the third attack the Russians were able to penetrate our positions over the width of one battalion. The counter-attack is progressing."

"One of our airships dropped bombs on the railway station at Minak when large numbers of troops were entraining. Five loud explosions followed and one large fire was observed."

LONDON, Oct. 15.—The Russian army which has been advancing victoriously in eastern Galicia, is said by the German War Office to have been checked. The Russians were driven back across the Strzya River.

Slav advisers say that after a short stay at Tsarskoye-Selo, the Russian Emperor left today for the front. He was accompanied by Crown Prince Alexis.

It is reported unofficially here that one of the causes of the recent success of Russian arms is due to the fact that the Germans now lack ammunition, thus reversing conditions of two months ago.

Haverford Leads Northeast Eleven

Main Line Team Scores 7 Points in First Quarter on Red and Black

Haverford, Pa., Oct. 15.—Coach Frank Johnson sent his Northeast High School gridiron athletes after the scalp of the local prep school's eleven here this afternoon. A big crowd lined the chalked-off boundaries when the siren of the umpire's whistle started the contest.

The Haverford team assumed the lead in the first quarter by scoring a touchdown and kicking a field goal. Northeast was unable to score in the first half while the locals were held scoreless in the second quarter.

The teams lined up as follows: Northeast: left guard, Brown; right guard, Brown; center, Brown; left tackle, Brown; right tackle, Brown; left end, Brown; right end, Brown; quarterback, Brown; halfback, Brown; fullback, Brown.

Bordentown Beats Catholic High

By scoring a touchdown and field goal in the final period, Bordentown Military Institute eleven succeeded in beating Catholic High by a 7 to 0 score. In the first three periods neither team was able to get a man over the line. It was all a fast and interesting game.

MAIL SYSTEM OF CITY TO BE REORGANIZED

Washington Authorities Plan Complete Change in Delivery Here

TUBE SYSTEM TO GO

Officials Say New Methods Will Bring Efficiency and Saving in Expenditures

WHAT THE POSTOFFICE REORGANIZATION MEANS

A saving of \$200,000 a year. An increase of 20 per cent. in mail collection speed. Discontinuance of the 10-mile, \$170,000-a-year pneumatic tube postal system. Discontinuance of the \$58,000-a-year trolley mail cars. Organization of a fleet of fast day-and-night automobile mail cars connecting the central postoffice with the 36 substations. Probable "shake-up" in the office force. Profits from many business organizations which use the expensive pneumatic tubes.

A complete reorganization of the Philadelphia postoffice, including the abolition of the pneumatic tube and trolley mail systems, will be made by the postal authorities at Washington, with a resulting increase in efficiency, an annual saving of \$200,000 and a gain of approximately 20 per cent. in speed of delivery and collection.

This information came today from the highest authority, a person in close touch with the policy of sweeping reform which this city's archaic system of mail distribution will undergo. The news that the tube service will be discontinued comes close on the heels of the official announcement made yesterday that the trolley mail service will be discarded, and in the face of widespread protests against the change.

Fast automobiles running on day and night schedules will entirely supplant the elaborate and expensive system of tubes, trolley cars and autotricks—a system of which the component parts frequently overlapped and caused wastage. The new schedules will be put into effect about the middle of November, connecting the central Postoffice at 8th and Chestnut streets with the 36 substations.

Postal officials are working day and night to simplify the cumbersome system, the reorganization of which is said to include a number of changes in the personnel of the office. Fourth Assistant Postmaster General James I. Blacklee is in the city directing the work, with E. F. Frazier, acting superintendent of

AMSTERDAM, Oct. 15.—Rumania has been officially notified that mines have been laid at the entrance to Bulgaria's Black Sea ports, according to a dispatch from Bucharest.

BERLIN, Oct. 15.

Capture by the Austro-Germans of the fortified Servian town of Posarevatz was announced officially this afternoon. Next after Belgrade and Semendria, Posarevatz is the most important town captured since the Teutonic campaign in Serbia began.

The town is of much strategic importance, commanding the entrance to the valley. Earlier messages reported the Servians making a hot fight to defend it. The report says: "The Balkan theatre—Field Marshal von Mackensen's forces are continuing Servians have been driven back still their operations as planned. The farther south of Belgrade and Semendria. Four hundred and fifty prisoners and three guns have been taken. The works on the southern front of between Belgrade and Kragajevaratz. Austrian troops have stormed and taken the Servian positions of Brino, Brdo,

COL. E. B. GLASGOW ENDS LIFE AS RESULT OF NERVOUS AILMENT

Prominent Massachusetts Attorney Commits Suicide at Brother's Home at Elkins Park

WAS SEVENTY YEARS OLD



COL. EDWARD BRODIE GLASGOW

Colonel Edward Brodie Glasgow, a prominent attorney of Worcester, Mass., and a former member of the Massachusetts State legislature, shot himself through the brain with a revolver at the home of his brother, William Glasgow, on Ashbourne road, Elkins Park, today. He died instantly.

Colonel Glasgow, who was 70 years old, was on the verge of nervous breakdown. He was visiting his brother, who is a real estate dealer, with offices in the House building.

The shot which ended Colonel Glasgow's life shortly before noon was heard by two persons, Mrs. M. B. Pollock, sister, and a maid, the only persons in the house at the time. Running upstairs to the second story front bedroom they found him stretched on the floor. Dr. D. H. Wentz,

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TODAY'S FOOTBALL GAMES

Table with 5 columns: Team, First, Second, Third, Fourth, Total. Rows include Northeast High, Haverford School, Southern High, Chestnut Hill, Catholic High, Wenonah Mil. Inst., Penn Charter, St. Luke's, Episcopal Academy, Woodbury High, Germantown Acad., Radnor High, La Salle College, P. I. D., Germantown Friends, P. I. D., 2d.

Table with 5 columns: Team, First, Second, Third, Fourth, Total. Rows include Haddonfield High, Friends' Central, Ridley Park High, Media High, Bordentown High, Collingswood H.S., Wilmington High, Cheltenham High, Lower Merion, Lansdowne High, Haddon Heights H.S., Frankford High, Brown Prep, Chester High.

FINAL SOCCER SCORE

Moorestown Friends, 1; Friends Select, 1.

COURT-MARTIAL FOR REAR ADMIRAL

WASHINGTON, Oct. 15.—Court-martial of Rear Admiral William N. N. Little, retired on charges of carelessness in inspecting the new submarine K-2, will be held Monday at Boston. Admiral Little is said to have accepted the boat, knowing it was defective, when the Fore River Shipbuilding Company promised to adjust any defects.

NEW ORLEANS' FRENCH OPERA ASSOCIATION BANKRUPT

NEW ORLEANS, Oct. 15.—The French Opera Association, owners of the French opera house here, went into voluntary liquidation today. For nearly 100 years the French opera has been an institution in New Orleans.

SALE OF ANGLO-FRENCH LOAN PROCEEDING BRISKLY

NEW YORK, Oct. 15.—Sales of bonds on the Anglo-French \$5,000,000 loan attracted a steady stream of buyers to the offices of J. P. Morgan & Co. today. In the crowd were both men and women, individual buyers and representatives of banks and other institutions. This was the first day that payments were called for on the bonds. They have been up for sale for three days. The initial payment required was 25 per cent. of the purchase price. Some buyers paid cash in full. Receipts were issued by Morgan & Co. to the buyers. These receipts were negotiable for the bonds as soon as they have been issued, which probably will be within two weeks.

ITALY ORDERS SOUTHERN LUMBER

SAVANNAH, Ga., Oct. 15.—The Italian Government has placed an order through a New York and Georgia lumber company for 51,000,000 feet of timber, principally yellow pine, according to a Southern lumber journal of Savannah.

"FREAK" STORM'S VAGARIES

Cuts Capers in Some Parts of City, While Sun Shines in Others

A freak storm struck the city shortly before 5 o'clock today, causing gloom and darkness in certain sections, while the sun was shining brightly in others. Rain, with a liberal portion of thunder and lightning, swept down from the Northwest on Falls of Schuylkill, Tioga, Manayunk and Germantown, cutting a path across the city. At the same time Tacoma and West Philadelphia were bathed in sunlight. Downtown it became gloomy. No damage was reported except a few wires which were temporarily put out of commission.

SOUTHERN VS. CHESTNUT HILL

South Philadelphia School's Eleven in Football Battle

ST. MARTIN'S, Oct. 15.—Southern High School and Chestnut Hill Academy clashed here this afternoon. The field was in good shape and before the game started it was predicted that an interesting match would result. Coach Doctor Ker had his Southwark footballers in perfect shape.

The Southern High team scored two touchdowns in the second period and led by a 12 to 0 score at the end of the first half.

The line-up follows: Chestnut Hill Academy: Southern High: Deal, left end; Goltish, left tackle; Leland, right tackle; Y. Feltus, right end; K. Parke, left guard; W. C. Wharton, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. 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Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right guard; L. W. H. Parke, left halfback; L. W. H. Parke, right halfback; L. W. H. Parke, fullback; L. W. H. Parke, quarterback; L. W. H. Parke, center; L. W. H. Parke, left end; L. W. H. Parke, right end; L. W. H. Parke, left guard; L. W. H. Parke, right